Railway Accidents

2966. SHRIMATI SUSHMA SWARAJ :
SHRI RAM JETHMALANI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the number of accidents is constantly on rise in the railways inspite of strict vigilance;

(b) if so, what is the number of accidents that look place during last three years i.e. 1990-91. 1991-92 and 1992-93 and upto July, 1993 separately;

(c) whether it is also a fact that enquiry into these accidents has been conducted through various agencies;

(d) if So, the number of accidents in regard to which enquiries were ordered and the number of reports of the enquiries into these accidents, recovered out of them so far;

(e) whether it is a fact that human error was the cause of most of the accidents, reports in respect of which have been recovered so far; and

(0 if so, whether immediate and far reaching measures have been taken by the Government to bring about improvement in the administration, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) No, Sir. In fact, for the 8th consecutive year, the number of accidents have declined.

(b) The number of consequential train accidents is as under:—

Year	No. of Accidents
1990-91	532
1991-92	530
1992-93	524
April-July, 1993	178

(c) and (d) Each and every accident is enquired into either by departmental or inter-departmental enquiry committees or by the Commissioners of Railway Safety.

(e) Yes, Sir.

(0 The Safety measures taken to avoid accidents are reviewed from time to time and new measures are also introduced on the basis of the recommendations of the enquiries conducted by the Commissioners of Railway Safety or the departmental equiry committees.

To contain human error, psychological tests have been introduced for personnel selection and job training of safety category of staff. Some of the other steps taken to avoid such accidents include removal and rehabilitation of overaged assets like track, bridges, rolling stock, etc. Intensive inspections are also carried out for signalling and telecom gears, maintenance depots of wagons and locomotives and quality of out-turn from the workshops. Staff in operational categories are given intensive training and their performances are monitored. In addition, inspection of track and examination of coaches, wagons and locomotives have been intensified. Ultrasonic testing of rails and axles is being restored to indentify fractures. Drivers are being monitored and counselled with regard to their driving techniques.

Pay Scale of Principal of Inter Colleges run under the Railways

2967. SHRI RAM RATAN RAM : Will the Minister of RAILWAYS be pleased to state what is the pay scale of Principal of Inter Colleges run under the Railways; what are the details of promotional prospects for them and since when the senior most Principal is working in the same post and in the same pay scale ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): Pay scale of Principals of Inter Colleges run under the Railways is Rs. 3000-4500. Information regarding promotional prospects for them and since when the senior most Principal is working in the same post and in the same pay scale is being collected and will be placed on the Table of the Sabha.

CBI Enquiry into the ABB Deal

2968. CHOWDHRY HARI SINGH : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that members of the Railway Convention Committee had demanded a CBI enquiry into the AB.B. Deal;

(b) if so, what is the reaction of Government;

(c) whether Government propose to accept this demand, if so, by when; and

(d) if not, what are the reasons therefor ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) A report in this regard had appeared in the press but no communication has been received from the Railway Convention Committee Secretariat.

(b) to (d) Do not arise.

द्वितीय श्रेणी में आर० ए० सी० की संपुष्टि न होना

2969. **श्री लखीराम अग्रवाल** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यात्रियों को द्वितीय श्रेणी (3 टियर) में आर० ए० सी० की संपुष्टि न होने की दशा में भी शायिका के पूर्ण शुल्क का भुगतान करना पड़ता है; और

(ख) क्या रेलवे आर० ए० सी० पर शायिका का पूर्ण शुल्क अग्रिम रूप से वसूल करने की परिपाटी को समाप्त करके यात्रा के दौरान शायिका उपलब्ध करवा दिए जाने पर ही शायिका शुल्क लेने का प्रावधान करेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंकरा) : (क) आर० ए० सी० यात्रियों सहित शयनयान दर्जे में यात्रा करने वाले सभी यात्रियों को शयनयान दर्जे के किराए का भुगतान करना होता है । "शयनयान दर्जा" शुरू किए जाने से अलग से कोई शयनयान अधिभार नहीं लगाया जाता है ।

(ख) जी नहीं ।

कंडला बंदरगाह से भटिण्डा तक बड़ी रेल लाइन का बिछाया जाना

2970. **श्री अनन्तराव देवशंकर दवे** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात के कंडला बंदरगाह से भटिण्डा (पंजाब) तक बड़ी रेल लाइन बिछाने का कोई प्रस्ताव सरकार के विचाराधीन है;

(ख) यदि हां, तो उसका ब्यौरा क्या है;

(ग) क्या सरकार इस रेल परियोजना को आठवीं पंचवर्षीय योजना के दौरान लागू करने के लिए तैयार है, उस पर कितनी लागत आएगी; किन-किन शहरों को इस रेल सेवा से जोड़ा जाएगा; क्या इस योजना को सातवीं पंचवर्षीय योजना में ही शामिल किया जा सकता था; और

(घ) यदि हां, तो उसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंकरा) : (क) और (ख) इस मार्ग के मीटर लाइन खंडों का आमान परिवर्तन करके भटिंडा से कांडला तक बड़ी लाइन के संपर्क की व्यवस्था करने का प्रस्ताव है । भटिंडा से मेड़ता रोड तक पहले ही बड़ी लाइन है । मेड़ता रोड-जोधपुर-लूनी-मारवाड़-मेहसाणा का आमान परिवर्तन प्रगति पर है । मेहसाणा-वीरमगाम का आमान परिवर्तन एक अनुमोदित कार्य है और आगामी वर्षों में इसे शुरू किया जाएगा । वीरमगाम-कांडला पहले ही बड़ी लाइन है ।

(ग) और (घ) मौजूदा कीमतों के आधार पर इस कार्य की अनुमानित लागत 700.00 करोड़ रुपये होगी इससे जोड़े जाने वाले शहर भटिंडा, बीकानेर, जोधपुर, लूनी, मारवाड़ा और मेहसाणा होंगे । आठवीं पंचवर्षीय योजना के दौरान इस कार्य को पूरा कर लिए जाने की संभावना है ।

Expansion of Nizamuddin Railway Station

2971. SHRI CHATURANAN MISHRA:
SHRI GAYA SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the long pending proposal to expand the Nizamuddin Railway Station is held up due to a dispute over the allotment of required land by D.D.A ; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) The work of provision of coaching/terminal facilities including the second entry from Ring Road side and connection/extension of platform No. 1 of Hazrat Nizamuddin Station for dealing express trains Has been approved at a cost of Rs. 28 crores. An outlay of Rs. 3 crores has been provided during 1993-94. The technical committee of DDA have approved in principle in Oct. "92 the provision for an approach road to Nizamuddin Railway Station from Ring Road side. This will necessitate the transfer of 9.34 acres of land belonging to Land & Development Department of Ministry of Urban Development. The land is required for approach road, circulating area, construction of booking offices and parking of vehicles etc. The detailed plan has been submitted to DDA for approval. Ministry of Environment has also *been approached to clear the proposal from environmental angle. The work on 2nd entry can be started only after the land is handed over to ihe Railways.

Theft in Tamil Nadu Express

2972. SHRI TINDIVANAM G.:
VENKATRAMAN:
SHRI J. S. RAJU:

Will the Minister of HOME AFFAIRS be pleased to state: